

AMENDMENTS TO THE CLAIMS

A detailed listing of all claims that are, or were, in the present application, irrespective of whether the claim(s) remains under examination in the application are presented below. The claims are presented in ascending order and each includes one status identifier. Those claims not cancelled or withdrawn but amended by the current amendment utilize the following notations for amendment: 1. deleted matter is shown by strikethrough for six or more characters and double brackets for five or less characters; and 2. added matter is shown by underlining.

1. (Currently Amended) An aircraft wing skin comprising a monolithic metal structure having a plurality of thicknesses, said monolithic metal structure including a first metallic surface for forming at least a part of the external surface of an aircraft wing and a second metallic surface opposite the first surface, wherein the second surface comprises a multiplicity of elongate sections ~~strips~~ extending in substantially the same direction, said aircraft wing skin thickness varying both in the direction along which the elongate sections extend and in a transverse direction from one elongate section to the next.

2. (Cancelled)

3. (Currently Amended) A wing skin according to claim 1, wherein the thickness of the wing skin is substantially constant across at least 90% of the width of an elongate section ~~[[strip]]~~.

4. (Currently Amended) A wing skin according to claim 1, wherein the wing skin has a plurality of elongate section ~~[[strip]]~~ junctions, the ~~[[strip]]~~ elongate section junctions each

extending between the longitudinal ends of two longitudinally spaced-apart elongate sections thereby joining two elongate sections ~~strips~~ in the direction in which the elongate sections ~~strips~~ extend,

having an interface surface arranged to be able to receive a respective rib foot of a single rib extending along the wing skin, and

being so arranged that the respective interface surfaces are substantially parallel to the first surface and substantially parallel to the surfaces of the rib feet that interface with the respective interface surfaces.

5. (Currently Amended) A wing skin according to claim 1, wherein the multiplicity of elongate sections ~~strips~~ are adjacent to one another.

6. (Previously Presented) An aircraft wing-box including ribs, stringers extending transversely to the ribs, and a wing skin according to claim 1, wherein the elongate sections ~~strips~~ are so arranged that each elongate section ~~strips~~ is associated with a single stringer.

7-10. (Cancelled)

11. (Currently Amended) An aircraft wing skin comprising a monolithic metal structure having a plurality of thicknesses, said skin comprising a first metallic surface for forming at least

a part of the external surface of an aircraft wing and a second metallic surface opposite the first surface, wherein the second surface comprises a multiplicity of elongate sections strips extending in substantially the same direction, the second surface being so shaped that if the wing skin were globally deformed so that the first surface were mapped onto a flat surface, there would be at least two elongate sections strips that, at respective points on a notional line that is perpendicular to the direction in which the elongate sections strips extend, have different gradients in the direction in which the elongate sections strips extend.

12. (Currently Amended) An aircraft wing skin comprising a monolithic metal structure having a plurality of thicknesses, said skin comprising a first metallic surface for forming at least a part of the external surface of an aircraft wing and a second metallic surface opposite the first surface, wherein the second surface comprises a multiplicity of elongate sections strips extending in substantially the same direction, the elongate sections strips having a thickness that varies both along a notional line along the length of each elongate section [[strip]] and from one elongate section[[strip]] to the next along a notional line transverse to the length of the elongate sections strips.

13-14. (Cancelled)

15. (Previously Presented) An aircraft with wing structure according to claim 12.

16. (Cancelled)

17. (Currently Amended) An aircraft wing skin comprising a monolithic metal structure having a plurality of thicknesses, said skin comprising a first surface for forming at least a part of the external surface of an aircraft wing, and a second surface opposite the first surface, the second surface comprising a multiplicity of elongate sections ~~strips~~ extending in substantially the same direction, ~~wherein the wing skin is a monolithic metal structure~~, said multiplicity of elongate sections ~~strips~~ have a thickness that varies along a notional line along the length of each elongate section ~~[[strip]]~~, said multiplicity of elongate sections ~~strips~~ have a thickness that varies from one elongate section ~~[[strip]]~~ to the next along a notional line transverse to the length of the elongate section ~~strips~~, and there is defined a step between two adjacent elongate sections ~~strips~~ of said multiplicity of elongate sections ~~strips~~, the step having a maximum gradient of less than 1:1.

Please add new claim 18 as follows:

18. (New) The wing skin according to claim 4 wherein the interface surface transitions between a first thickness and a second thickness.